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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12
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the World \$2.

Hongkong Daily Press.

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THE
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 FOR 1908.
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PORTLAND CEMENT.
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POCKET PISTOLS.
CALIBRE 7.65 mm.
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FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & CO.
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With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
CARLOWITZ & CO. Agents.
Hongkong, 13th March, 1907. a24

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BY Popular English Manufacturers. In
all Boxes and Sizes.
SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to SSSG at \$6, 37 and
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in Stock.

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LIMITED.

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7.00 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 11.00 a.m. ... Every 15 minutes.
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4.45 p.m. & 9.00 p.m. 4.45 to 11.15 p.m.,
every 4 hours.
SATURDAYS.
Extra Cars at 11.30 p.m. and 11.45 p.m.
NIGHT CARS.
11.45 p.m. to 12.00 a.m. ... Every 15 minutes.
12.00 a.m. to 12.30 a.m. ... Every 10 minutes.
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TOILET WATER.

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ALEXANDRA BUILDINGS.

Hongkong, 8th March, 1908.

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should be addressed to THE EDITOR.Correspondents must forward their names and ad-
dress with communications addressed to the
Editor, not for publication but as evidence of good
faith.All letters for publication should be written on
one side of the paper only.No anonymous signed communications that have
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time the supply is limited. Only supplied for Cash.

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P.O. Box, 34. Telephone No. 12.

DEATH.

On February 5th, at Folkestone, Mrs. CALDWELL,
widow of the late Mr. H. C. Caldwell, solicitor of
Hongkong. Deeply regretted. [518]HONGKONG OFFICE: 10A, DES VERS ROAD C.
Loy. ON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 10TH, 1908.

We have no authority other than our own
observation and digestion for stating that
the relations existing between China and
Japan are by no means so critical as some
newspapers have been suggesting they are,
and as our Tokyo correspondent would
seem last evening to have thought them.
The present comments are offered to the
public, not so much to allay alarm, as to
dissociate ourselves from the alarmists.
We are reluctant to believe that either
China or Japan is in a belligerent mood,
and we cannot understand what can have
happened as an excuse for fighting. It
must have been evident to careful readers
that the "Tatsu Maru" incident was one
to be settled by a simple determination of
facts, facts easily ascertainable by those
prepared to investigate with open minds;
and we have therefore not presumed to
take sides in the arguments better left to
the responsible diplomats. That there could
have been so much argument at all in
connection with so open and simple an
affair is due to the peculiar conditions that
have been allowed to grow up previous to
the incident. It is hardly necessary to
analyse the mixed feelings that are
responsible for the curious divergence
of views that we have noticed, and it shouldbe sufficient to point out that so far
the Chinese authorities have shown them-
selves amenable to argument. We may
briefly review some of the numerous
questions outstanding between Japan and
China, all of which together have failed
(we confidently assert) to revive any
probability of a recurrence of the crisis of
1894. The forestry question on the right
bank of the Yalu has long since ceased to
be anything more than a mere Chinese
bluff; the Japanese Forestry office having
proceeded with its operations; and China
has been similarly undetermined over the
fishery rights on the Manchurian coast,
leaving the main contentions of the Japanese
pass, and merely quibbling over certain
uninteresting details. It has been stated
that the question of Japanese mails in China
amounts to little more than the conclusion
of a supplement to the Postal Treaty exist-
ing between the two countries. It is not a
matter of any vital importance. The
Japanese postal service in China is to be
conducted as at present until the supple-
ment has been signed. Any delay in the
negotiations on this question will have little
effect on the postal service. On the matter
of the telegraph, the views of the two
Governments have likewise come within
measurable distance of solution, only a
point or two still remaining unsettled. The
Japanese telegraphic service in Manchuria
is working satisfactorily and no obstacles
are now met with. This question is not of
such a nature to make the hurrying on of
the settlement a matter of first importance,
and the delay in the negotiations can
cause no special inconvenience to Japan.
The dispute between Japan (on behalf of
Korea) and China regarding the border
district of Chientao is still a matter of
negotiation, it is true, but as has
already been explained in this journal,
that is a very ancient dispute, and now that
the excitable underlings on both sides have
been checked, it is not likely that the
central authorities will fail to effect a
permanently amicable settlement—though
not so quickly, perhaps, as impatient
outsiders seem to think desirable. Authority
has been claimed further for the statement
that concerning the matter of the Customs
in North Manchuria with the object of putting
goods coming into China overland on the
same level as those by sea, an intimation
was received in Tokyo recently that a
Customs House had been opened. While it is
to be regretted that the opening was delayed
for so long, now that the Customs House
has actually been opened, all complaints
should cease. Should any delinquencies
occur in the operation of the Customs in
North Manchuria the Government would be
prepared to do its utmost to rectify matters.The question of the working of the Peung-
shihu colliery is still unsolved because it is
as yet undecided in which direction the
track of the Mukden-Antung Railway shall
be laid. The colliery question itself could
be settled at any time, but circumstances
did not allow of the completion of negotia-
tions until a decision was arrived at concerning
the Mukden-Antung railway.Prior to the incident of the "Tatsu
Maru" in fact, it was claimed that all
questions outstanding between China and
Japan were either settled or in a fair way to
be settled. Apparently China for her part
has discovered that there is no profit in
attempts to bluff or bully her old vassal,
and so far as Japan is concerned, being still
on her best behaviour as the cynosure of
foreign Powers, she is unlikely to go to any
extreme without first having ample excuse.
It may be a disappointment to the sensa-
tion-mongers to see a peaceful settlement
of all their disputes, but no one else will
regret it if (as we hope) there is not to be a
rupture. Evidently in Tokyo last evening
the boulevardiers were showing excitement,
and this tension had been communicated to
our representative in the Japanese capital,
who very properly lost no time in informing
us of what he heard. The suggestion of
the messages is too grave, however, to be
hastily accepted, and we trust that in the
course of the next day or two more reassuring
news will come.The English Mail of the 8th February was
delivered in London on the 7th inst.Last week there were no plague cases. There
were 26 cases of smallpox, of which 22 ended
fatally.Mr. Michael Green, Mr. A. E. Wood, and
Mr. John D. Lloyd have been appointed Cadets
in the Hongkong Civil Service.There was a good attendance at the Theatre
Royal last night when the Bandmann Opera
Company gave an enjoyable production of "The
Emuway Girl."Mr. Leonard Wray, I.S.O., Director of
Mafay States, is about to retire on
pension, after twenty-six years' service. He
has already left for England on three months'
leave prior to retiring.

TELEGRAMS.

DAILY PRESS EXCLUSIVE SERVICE.]

JAPAN AND CHINA.

ALARMING SIGNS?

TOKYO, March 9th.

6.15 p.m.

The negotiations regarding the
"Tatsu Maru" incident are said to
have taken an unfavourable turn. TheForeign Office here declines to speak
for publication, but it is freely rum-
oured that sealed orders have been
sent to the squadron at Kyushu.

6.20 p.m.

The warships at Sasebo are said
to be busy preparing to leave for
destinations unknown. Considerableactivity is apparent at Navy Head-
quarters.

SUPREME COURT.

Monday, 9th March.

IN SUMMARY JURISDICTION.
BEFORE THE CHIEF JUSTICE (SIR P. PROCTOR)
AND MR. J. ORANGE AS ASSESSOR.

A BIG CLAIM.

In the action Lau Yeong Wood and Lam
Choy against the Standard Oil Company of
New York the plaintiffs claimed for \$70,000
from the defendants alleged to be due for work
done and material supplied on defendants'
premises at Laihokuk. Mr. M. Slade, instructed
by Mr. Hastings, of Messrs Hastings and
Hastings, appeared for the plaintiffs and the
Hon. Mr. H. E. Pollock, K.C., instructed by
Mr. Atkinson, from the office of Messrs Deacon,
Leekor and Deacon appeared for the defendants.Mr. Slade, in opening, said that the question
which his Lordship had to decide was the
amount of work which had been done by the
plaintiffs in this action. The question as to
whether any clause of the contract could be
relied upon as a defence to this action as set
up in the statement of defence had already
been decided by his Lordship in the negative.
His Lordship had decided that the contract had
been rescinded and that the plaintiff had a
right to recover the value of the work done.Mr. Pollock—I must not be taken as ad-
mitting this.

His Lordship—No, no.

Mr. Slade said that was the decision of this
Court in July last. Apart from the defences
based upon the terms of the contract the
defendants assert that the damage whichwas done to these works by the typhoon of 18th
September 1906 was caused by the negligent
way in which the plaintiffs had executed the
work, that is to say that the works were weaker
than they ought to have been and therefore fell
easily before the fury of the elements.
Plaintiffs' reply to that defence was that the
works which were executed by the 18th
September had been executed in accordance
with the designs of the engineer in charge of
the works but that by reason of the faulty
nature of the design the works were weak and
insufficient. Then the defendants claim to
have been entitled to turn plaintiffs off the work
because they said there were not sufficient men
employed thereon, but plaintiffs' replies to that
were manifold. Plaintiffs aver that defendants
were insisting upon them to repair the errors
in design at their expense and that the delays
were caused by the faulty estimate of the quan-
tities required. Defendants gave them quanti-
ties which were considerably exceeded, and
there was an enormous difference between the
amounts called for and those required. The
delay was also caused by the egregious mistake
in selecting the place where foundations were
to be laid for the pier. The line had to be
altered no fewer than five times and each time
they had brought the work to the surface of the
water. Then they were given a new line
and had to put in more stones in a new
place. The delay was also caused by a mis-
take in surveying, details of which would
be given later, whereby the plaintiffs had
to put in 9½ inches all over the work, extra
filling, extra walls, extra height etc., and
for which defendants would not pay any-
thing. In consequence of these mistakes in-
volving extra work plaintiffs' resources were
crippled and they could not put on the
additional men when defendants asked them.
If those mistakes had not been made plaintiffs
would have had the works completed within
contract time. Mr. Slade then proceeded to
explain the case in greater detail with the aid
of plans, etc.

The hearing was adjourned.

STEAMSHIP RATES.

ANOTHER INCREASE.

The important conference of passenger agents
and steamship owners from all parts of the
world to discuss outstanding questions, and
especially the question of passenger rates, has
been sitting in London for several days, says a
mail paper.All the leading British and Continental lines
engaged in the American and Colonial passenger
trade took part in the deliberations. It is
believed that a basis of agreement has been
arrived at, and that it will involve an increase
of rates.

YACHTING.

R.H.Y.C.

A good start was made at nine o'clock on
Sunday in the cruiser race by the following
boats—"La Cigale" (A. Bune), "Thistle" (T. G.
Wall), "Miranda" (H. K. Bruton), "Snipe" (Hon.
H. E. Pollock), "Australian" (Kewl
Broa), "Syren" (Hon. H. Keswick), and
"Eileen" (P. W. Goldring).The course was from the Police Pier at
Kowloon, round a rock to the north east of
Ling Ning and back, about 3 miles. The
wind was north-east, light at the start, but
increasing in force. The boats kept well
together until entering the Sulphur Channel,
except "Eileen" which did not get a very
good start. After passing through the Channel
"La Cigale," "Snipe," "Miranda" and
"Australian" made a straight course for the
rock, passing close to Lammas Island, but the
"Syren" and "Thistle" bore away farther
to the westward passing about a mile
away from Lammas Island. The rock
was reached by the "Syren" about
11.20, closely followed by the "Miranda,"
"Australia" and "La Cigale," all four
rounding within two minutes. The "Syren"
gave the rock a wide berth and the other three
luffed round inside her course which brought
all four boats practically level again. The
"Snipe" was about five minutes after "LaCigale" and the "Thistle" about half an
hour after the leading boat. The "Eileen" was
not observed to go round the rock as she was
far astern of the others. The heavy swellnear the rock was in the "Schooner's" favour
and she gained a long lead of the rest of the
fleet but did not sail so close to the wind and
on making a tack to the eastward sheweathered all the boats except "La Cigale,"
"Schooner" and "Gull" kept near
to Lammas Island in the best headwind and
gained by doing so. When about a mile to
the south of Green Island "La Cigale" had
the misfortune to lose her bowsprit in equal
but quickly got in the broken gear and continued
her course. The "Syren" was then
about a couple of hundred yards astern of her
but was never able to get ahead. In fact
"La Cigale" appeared to sail better in the
strong wind with only her main and staysails.
There was a nice strong breeze in the harbour
and the "Snipe" made up a lot of lost ground
on the "Miranda" and "Australian" and
came in third, winning the second prize on
time.

The finish was timed as below

	Time	Corrected
1. "Syren"	2.52 8	1.51 8
2. "Snipe"	3.13 20	2.18 20
3. "La Cigale"	2.45 53	2.45 56
4. "Miranda"	3.19 51	2.29 51
5. "Australian"	3.28 51	2.33 51

The rest did not finish.

The finish was timed as below

	Time	Corrected
1. "Asther"	1 17	46
2. "Gael"	2 26	58
3. "Spury"	1 32	55
4. "Ariay"	1 34	48
5. "Joan"	1 35	38
6. "Tinette"	1 35	48
7. "Meta"	did not finish	

HANDICAP CLASS.

	CLASS	TIME
1. Dorothy	0 59	15
2.		

PARLIAMENTARY NEWS.

Yesterday's European mail via Siberia brought London advices dated up to February 19th. Following are extracts from Parliamentary reports.

HONGKONG AND NEW ZEALAND MAIL CONTACTS.

In answer to Mr. Harold Cox (Preston). Mr. Buxton (Tower Hamlets, Poplar) said—The contract with the Canadian Pacific Railway Company for the conveyance of mails to Canada and the Far East expired April 6. The question of its renewal for a limited period and under certain conditions has been raised by the Canadian Government, and is now under consideration. Any proposal for the renewal of the contract, if any, will necessarily be submitted to the House.

In answer to Mr. Fell (Great Yarmouth).

Mr. Buxton said—The United States Post Office arranged in August last for a four-weekly mail service between San Francisco and Auckland. Mails from the United Kingdom for New Zealand are regularly sent by this route on every fourth Saturday.

JAPAN AND CANADA.

Mr. Hills (Durham) asked the Under-Secretary for Colonies whether, before the Convention of 1906 was signed, whereby Canada adhered to the Treaty of 1894 between Great Britain and Japan, the effect of that treaty and especially its effect in allowing the unrestricted immigration of Japanese into Canada, had been pointed out to the Canadian Government in any communication from the Imperial Government; what was the nature of such communication; and what was the reply thereto of the Canadian Government.

Mr. Churchill.—In 1905, when the Canadian Government raised the question of their adherence to the treaty with Japan, the late Secretary of State inquired whether they were prepared to adhere to the whole treaty without reserve or wished to adhere subject to similar limitations respecting immigration and other matters to those stipulated when Queensland adhered. The Canadian Government replied that they were prepared to adhere absolutely and without reserve.

BRITISH ASIATIC SUBJECTS.

Sir J. Randles (Cumberland, Cockermouth) asked the Home Secretary, in view of his resolution carried at the Imperial Conference on May 9 that an inquiry should be held to consider how far, and under what conditions, naturalization in one part of his Majesty's dominions should be effected in other parts of those dominions, for which purposes a subsidiary conference was to be held if necessary, whether this inquiry could be extended to the consideration of the desirability of uniformity as far as practicable in the treatment of natural-born British subjects of Asiatic descent, who were much more numerous than naturalized aliens of Asiatic descent.

Mr. Gladstone (Leeds, W.)—The subject referred to at the end of the question is, in my opinion, which is confirmed by that of my noble friend the Secretary of State for the Colonies, within whose jurisdiction it falls, outside the scope of any inquiry which could proceed from the resolution on the subject of naturalization which was carried on my motion at the Imperial Conference.

Sir J. Randles asked whether the right hon. gentleman acquiesced in the proposition that natural-born Asiatic subjects should be placed in an inferior position to that of Asiatics naturalized under the proceedings contemplated; and if not, whether the right hon. gentleman would make representations on the subject to the Minister affected, whether at the India Office, or the Colonial Office.

Mr. Gladstone.—I think that is a question for my right hon. friend the Under-Secretary for the Colonies. Perhaps the hon. gentleman will put it on the paper.

THE CROWN AGENTS.

In reply to a question by Mr. Hay (Shoreditch, Hoxton).

Mr. Churchill (Manchester, N.W.), said.—The following deficiencies in the income of the Office of the Crown Agents for the Colonies have occurred during the last ten years:—1898, £4,437; '99, £3,723; 1900, £2,493; 1901, £2,720; 1902, £6,362; 1903, £5,265; 1905, £6,731. The usual cause of a deficiency is the fluctuation in the amount of commission received, or loan business, which is very variable. The deficiencies in 1901 and 1902 were mainly due to expenditure on the new offices taken in the former year. The increase in the Crown Agent's Office Reserve Fund during 1897 amounted to £46,663. The main items were dividends on investments, £12,281; commission on issue of loans, £17,422; and surplus income, £14,587. The Senior Crown Agent for the Colonies received £2,000 a year. As I explained to the hon. Member on Tuesday last, the Crown Agents are not Civil servants and the true position is to compare their salaries with those given to officials of great commercial and financial institutions. The Secretary of State associates himself with the views expressed by his predecessor upon the work and administration of the Crown Agents' Office as an organization distinct from the Colonial Office; but he will be glad to consider the desirability of appointing a small inter-departmental committee to report upon the best method of selecting the clerical and technical staff for the Crown Agents' Office, and particularly to consider the conditions of tenure, the scale of payment of salaries and pensions, and so forth, the arrangements in that Office are in accord or can be brought into harmony with the principles governing the Civil Service.

Sir G. Parker (Gravesend).—Have the Government assured themselves that the kind of preference which is granted to British industries and merchant firms through the Crown Agents' Office is quite in harmony with the free trade policy of the Government?

Mr. Churchill asked for notes of the question.

CHINESE LABOUR.

Mr. T. Wilson (Lancashire, S.E., Westhoughton) asked the Under-Secretary for the Colonies how many indentured Chinese labourers there were in South Africa at the end of 1907; and at what date the indentures of the last batch of Chinese imported would expire.

Mr. Churchill.—The number on December 31st last was, I understand, 33,576, and the latest term of labour under indenture will expire in January 1910.

LATEST STEAMER MOVEMENTS.

The str. *Rubi* left Manila on Saturday afternoon, the 7th inst., and is due here to-day at daylight.

The M.M. str. *Tourane* with the French Mail of the 16th ult. and Mails from London of the 15th ult. left Singapore on Monday, the 9th inst. at 5 p.m., and may be expected to arrive here on Monday morning, the 16th inst., and will leave on Monday afternoon, for Shanghai and Japan.

The N.Y.K. str. *Samuki Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 7th inst., and is expected here on the 16th inst.

The I.M.G. str. *Prinz Ludwig* which left here on Tuesday, the 3rd inst. at midnight, arrived at Shanghai on 6th inst. at 5 p.m.

The O. & O. str. *China* arrived in San Francisco on the 6th inst.

THE NAGASAKI HOTEL.

COMPANY TO BE WOUNDED UP.

At the annual general meeting of the Nagasaki Hotel Limited, Mr. J. H. Wallace, the Chairman, in presenting the report, alluded to the unsatisfactory state of affairs which prevailed during the past year, resulting in a loss of £21,308. According to the *Nagasaki Press*, the Chairman said the loss was not attributable to mismanagement, but was due entirely to the trade depression prevalent throughout the East and especially in Nagasaki, and the great falling-off in the number of visitors to the port. There being no immediate prospect of the Hotel paying its way, the directors had decided to close it on Saturday, the 10th instant. The report and accounts were adopted.

The Chairman expressed the deep regret felt by the Directors at the death of Mr. Frederick King, who had been associated with the Hotel from its commencement and had always taken a great interest in its affairs.

An extraordinary meeting of the company followed to discuss a recommendation from the Board of Directors to wind up the company and appoint a liquidator.

In introducing the suggestion, the Chairman remarked on the unsatisfactory working for the past year and the poor prospect which confronted the company in the near future. He reminded the shareholders of the loss incurred during 1907 and stated that the expenditure per month for this year exceeded the income by roughly £1,200. The Directors had considered various suggestions to lessen the expenditure, such as shutting down the electric light plant and closing the fourth floor, but had decided that the economies effected thereby would be too small to save the situation. He then moved the following resolution:

"That the Nagasaki Hotel Company, Limited, be wound up voluntarily and that Percy James Buckland, of Nagasaki, Japan, Merchant, be and he is hereby appointed Liquidator for the purpose of such winding up."

Mr. T. C. Robertson seconded the proposal, which was put to the meeting and carried unanimously.

THE LATEST MONOPOLY PROPOSAL.

JAPANESE GOVERNMENT EYEING THE INSURANCE BUSINESS.

Recently Mr. Itakura, a Constitutionalist member in the Japanese House of Representatives, gave notice of his intention of making a representation to the Government calling upon it to make the insurance business of Japan a Government monopoly. It is believed that the presentation will meet with the approval of the House.

A responsible officer of the Government connected with insurance is reported to have expressed his opinions to a representative of the Chō with regard to the Bill. "Although the main features of the Bill appear plausible enough on the surface," he said, "they can hardly be deemed the opinions of an expert well versed in the insurance business. The proposers of the Bill are in hopes of augmenting the national income as well as insuring the safety of the people by such means; but it is to be greatly doubted whether such expectations can be fulfilled or not. First of all, where is the Government to obtain the necessary funds from for buying up the insurance concerns? Even assuming that funds are forthcoming and the purchase of the established insurance companies is effected, it appears next to impossible that the business could be managed so as to give satisfactory results under existing conditions. Investigations were made by the Government some time ago as to the advisability of the Government undertaking certain kind of insurance business; but the proposal was finally dropped, as it was considered hopeless to look for satisfactory results. At the present moment the Government monopoly of insurance would be practically an impossibility."

MARRIAGE IN THE FAR EAST.

Bishop Awdry, writing to a Yokohama journal, says:

"Those of your readers who are interested in the subject of my sermon which you kindly printed in your issue of the 10th instant will be glad to know that the British Ambassador has taken up the matter and is communicating at once with the Foreign Office about it."

The subject of the "sermon" which is cautiously indicated was an Anglican Marriage in Japan. Of course the only action which the British Ambassador can take is to urge that Parliament be asked to pass a Bill validating the marriages illegally performed in this country by Anglican clergymen, and this will lead to some very awkward questions being asked. We note that in a letter on this subject published in the *Japan Gazette* the Rev. W. P. G. Field, of Christ Church, Yokohama, says that prior to the issue of an complicated case in the law courts (Williamson v. Williamson) the only thing possible for the clergy to do was to warn the parties to come to an agreement as to the legal validity, not to celebrate them in church that such marriages were of very doubtful legal validity, and to advise them strongly to ensure their validity by prior or subsequent registration in the Consulate. This does not seem very effective as an excuse. It surely was the duty of the Rev. W. Field, if he knew that the marriages were of "very doubtful legal validity," not to celebrate them at all unless the parties showed him the necessary certificates of their marriage before the Consul. But that, of course, would have been to admit that the State was superior to the Church; and so, rather than make what the High Church party regard as a surrender, we have a number of marriages which are worse, a number of children who in the eyes of the law are illegitimate and who cannot be legitimised without a special act of Parliament."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 9th at 11:55 a.m.—The barometer has risen quickly over Japan, the depression having moved away over the Pacific. The high pressure area remains over China to the North of the Yangtze, but gradients are somewhat easier along the coast.

Strong northerly winds will continue to prevail in the Formosa Channel and the China sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

N.E. winds, Hongkong & Neighbourhood strong; dull, probably some rain.

Formosa Channel ... Same as No. 1.

South coast of China between ... Same as No. 1.

Hongkong and Lamocka ... Same as No. 1.

South coast of China between ... Same as No. 1.

Hongkong and Hainan ... Same as No. 1.

YARN TRADE IN JAPAN.

Referring to the cotton yarn market, a Japanese contemporary observes that the market is reduced to a critical position, quotations on the Osaka Yarn Exchange falling below Y110 per hale. In consequence a number of failures among cotton weavers in the interior have resulted, while a leading cotton yarn merchant in Tokyo has met with the same fate. The reason of these failures is that the price of forward contracts made last year is now much above the selling rate, and the contracts can only be carried out at a loss. It is estimated that many of these former contracts involve a loss of over Y10 per hale at the present rate, and delivered in such cases have almost ceased.

Spinning companies are hesitating to compel delivery to be taken at

the place where the holders of contracts to sus-

pended payment, and so in many cases virtual can-

cellation is agreed upon, with the result that Osaka cotton yarders have lost heavily on forward contracts.

Dealers of standing, however, cannot

contract in this fashion without risk to

their reputation, but where deliveries are taken

they remain in godown, it being impossible to

sell at a profit. In the same way, spinning

companies cannot deliver goods without risk,

and they also are compelled to hold part of

their production, with the result that profits on

forward contracts already entered in their

accounts have to be struck out. At the present

rate, spinning companies are making no profit

in producing yarn and are possibly incurring

loss. Moreover, there being few buyers, stocks

are rapidly increasing. The export to China is

now at a standstill owing to the New Year

holidays, and Chinese merchants in Osaka

are trying to get rid of their stocks on the

Japanese market. In these circumstances, spinning companies are reduced to

a trying position, and the restriction of

output already put into effect has had no

influence in reducing stocks. It is believed

that the present half-year will show that profit

earned have been small or non-existent, and that reserves for equalisation of dividend may

be called upon. Unless a marked change in the

situation occurs within the next few months,

the dividends paid by spinning companies will

show a heavy decline.

Dealing with the same question, the *Osaka Mainichi* attributes the present depression in the yarn export to China partly to the competition of India yarn and partly to the methods of the Mitsui Bussan and Japan Raw Cotton Company. Our contemporary says that four or five years ago many of the Japanese spinning companies directed their attention to extending the market for their products in China, making their chaps known by selling at low prices, yarns being sometimes Y1 or Y1.50 cheaper in China than on the home market. Blinded by the good market at home, the spinners forgot their ambitions, and were solely absorbed with the increase of spindles, leaving in oblivion their patriotic ambition to supplant Indian yarn in China. This has resulted in over-production. While the present depression in yarn export is chiefly due to the decline of silver, says the *Osaka* journal, in a large measure it is due to the activity of Indian yarn now found on the Chinese market. Stocks of Indian yarn in Shanghai amount to about 72,000 hales, a decrease of nearly 50 per cent. upon the figure (140,000 hales) at this time last year, while Japanese yarn continues to accumulate without prospect of finding buyers in the near future. This, it is admitted by the *Mainichi*, may be due to the fact that Japanese yarn is sold at a price which is 10 per cent. higher than Indian yarn, but this is not the whole story. The spinners' forgetfulness of the market in India is also to blame. They have been so engrossed in the market in China that they have lost sight of the market in India. The *Mainichi* concludes: "The attitude of the Mitsui and Japan Raw Cotton Company in competing against Chinese merchants is equivalent to manufacturers competing against their agents, and is very short-sighted."

In the desperate endeavour to relieve the yarn market the Japan Cotton Spinners' Association, finding that the restriction of output has not been effective, now proposes that the cotton-spinning companies should encourage export by granting a bounty on all yarn exported. Some years ago a similar suggestion was made, but the good sense of the spinners resulted in its abandonment. We note that in the contrary seems the case with Indian yarn. A few years ago the Mitsui Bussan Kalsha and the Japan Raw Cotton Company established branch offices at Hankow, and entered into competition with Chinese dealers in Japanese yarn both in Shanghai and Hankow, underselling them in some cases. This provoked opposition to Japanese yarn on the part of many Chinese, who have ever since preferred to confine their dealings to Indian yarn. The *Mainichi* concludes: "The attitude of the Mitsui and Japan Raw Cotton Company in competing against Chinese merchants is equivalent to manufacturers competing against their agents, and is very short-sighted."

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not secured for a fixed period will be discontinued until countermanded.

NEW ADVERTISEMENTS

LONDON Iron, Steel, Tinplate and General Export Firm, wishes to open up business with a responsible Hongkong House, Address "W.J." care of Streets, 39, Cornhill, London, England. 514

HONGKONG CLUB.

NOTICE.
THE THIRTEENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES (1896) of the HONGKONG CLUB, payable on TUESDAY, the 1st March, 1908, will be held at the Hongkong Club-House, at 11 o'clock A.M. on THURSDAY, the 12th March, 1908. Bearers of Debentures are invited to attend the Drawing.

By order,
C. H. GRACE,
Secretary.
Hongkong, 10th March, 1908. 515

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOGHOUW.

THE Company's Steamship
"HAITAN," Captain J. S. Roach, will be despatched for the above Ports on FRIDAY, the 13th March, at 10 A.M.For Freight or Passage apply to
DOUGLAS LAPEAK & CO.,
General Managers.
Hongkong, 10th March, 1908. 516

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KORE AND YOKOHAMA.

THE Company's Steamship
"TOURANE," Captain Lancelin, will be despatched for the above Ports on MONDAY, the 16th March.For Freight or Passage, apply to
J. MILLER,
Agent.
Hongkong, 10th March, 1908. 517

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN," FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves there may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.
Hongkong, 9th March, 1908. 518

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained.

All Claims must be sent to the Office of the Undersigned before NOON on the 18th inst., or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO., Agents.
Hongkong, 9th March, 1908. 519

NOTICE.

HOOSAIN-ALI & CO. beg to inform their Customers and the Public that a

REAL CLEARANCE SALE

at Cash Lowest Prices will be held in their Establishment from the 2nd to 14th March.

Inspection is cordially invited.

HOOSAIN-ALI & CO., 25, Queen's Road Central, Under Hongkong Hotel, Hongkong, 2nd March, 1908. 520

CLEARANCE SALE.

We are holding a Cheap Sale to clear part of our old stock, for 14 days only, from 4th to 10th March, comprising Glass-ware, Crockery, Earthen, Electro-Plated Ware, Marble Clocks, Iron and Brass Bedsteads, Counterpanes, Down Quilts, Carpets, Door Mats, Soaps, Table Cloths, &c., &c., must be sold to make room for new and complete stock.

Reduction on above mentioned Goods, of 25 per cent, cash on delivery.

A. TACK & CO., 28, Des Voeux Road, Hongkong, Hongkong, 4th March, 1908. 521

CLEARANCE SALE.

We are holding a Cheap Sale to clear part of our old stock, for 14 days only, from 4th to 10th March, comprising

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Plated Ware, Marble Clocks, Iron and Brass

Bedsteads, Counterpanes, Down Quilts, Carpets,

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A. TACK & CO., 28, Des Voeux Road, Hongkong, Hongkong, 4th March, 1908. 534

TO LET

TO LET.

FIRST Class European House, furnished or unfurnished, Looebel Terrace and Humphries Avenue, Kowloon.
Apply to— **TAM TSZ KONG**, Care of Hip On Insurance Exchange and Loan Co., Ltd., 42, Bonham Strand, West, Hongkong, 1st October, 1907. 94

TO LET—ON SHAMEEN.

LARGE 6-ROOMED HOUSE in best locality, facing the Bund.
Apply— X. Y. Z., German Post Office, Canton, Hongkong, 7th January, 1908. 161

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VŒUX ROAD CENTRAL, (formerly occupied by Messrs. SHEWAN, TOMEY & CO.)
Apply to— **THE COMPRADORE DEPT.**, JARDINE, MATHER & CO. LTD., Connaught Road Central, Hongkong, 26th February, 1908. 299

TO LET.

No. 18, "TANGYUEN," McDonald Road, Dwelling House, Possession from 1st April next.
Apply to— **TANG LAP TING**, No. 3, Connaught Road West, Hongkong, 4th March, 1908. 439

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post-Office). The rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.
Apply to— **YEE SANG FAT & CO**, Same address, Hongkong, 26th January, 1908. 270

TO LET.

AUCTION ROOMS, No. 2, Zeitland Street, immediate possession
Nos. 2 and 4, "FAIRVIEW," ROBINSON ROAD, Kowloon.
"WOODGATE" GARDEN ROAD, ROSENEATH, KOWLOON.
Apply to— **LEIGH & ORANGE**, 1, Des Vœux Road, Hongkong, 10th February, 1908. 67

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.
Apply to— **THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD.**, Hongkong, 1st March, 1908. 165

TO LET.

No. 2, MACDONNELL ROAD.
Apply to— **COMPRADORE'S DEPARTMENT**, Nippon Yusen Kaisha, Hongkong, 3rd June, 1908. 188.

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.
Apply to— **HONGKONG LAND INVESTMENT & AGENCY CO. LTD.**, Hongkong, 1st March, 1908. 260

TO LET.

A SIX ROOMED HOUSE at ELLIOT CRESCENT, Robinson Road. Furnished or Unfurnished.
Apply to— F. X. D'ALMADA & CASTRO, 33, Queen's Road Central, Hongkong, 22nd January, 1908. 100

TO LET.

L A HACIENDA, East, Mount Kellet, The Peak, unfurnished, from the middle or end of April next. For particulars apply to the undersigned.
C. H. GRACE, Care of Secretary's Office, Hongkong Club, Hongkong, 5th February, 1908. 311

TO LET.

OFFICES in ALEXANDRA BUILDINGS.
Apply— **SECRETARY**, A. S. Watson & Co., Limited, Hongkong, 23rd April, 1907. 91

TO LET.

From 1st MAY,
KOWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to— **HUMPHREYS ESTATE & FINANCE CO. LTD.**, Hongkong, 18th January, 1908. 221

TO LET.

CHAMBERS in No. 2, WYNDHAM STREET, Moderate Rent. First Floor of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by FRED. BORNEMANN.
Apply to— DAVID SASSOON & Co. LTD., Hongkong, 26th February, 1908. 96

TO LET.

"**FAIRVIEW**," No. 1, Robinson Road, Hongkong. Furnished or Unfurnished Furniture can be purchased if desired; 6 big Rooms, nice view of harbour.
Apply to— MESSRS. J. ULLMANN & Co., 34, Queen's Road, Hongkong, 1st February, 1908. 382

TO LET.

N. 5, MORRISON HILL. One FOUR ROOMED HOUSE at Praya East, near East Point.
Apply to— **JARDINE, MATHESON & Co. LTD.**, Hongkong, 21st October, 1907. 88

TO LET

TO LET.

SHOP and DWELLING HOUSE, N° 78, Queen's Road Central.
Apply to— **Messrs. S. J. DAVID & CO.**, Prince's Buildings, Hongkong, 25th February, 1908. 445

TO LET.

4 and 5 ROOMED HOUSES in Kowloon.
COMMODIOUS SHOP in Des Vœux Road Central, Hongkong. Immediate possession Moderate rental.
Apply— X. Y. Z., German Post Office, Canton, Hongkong, 7th January, 1908. 161

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VŒUX ROAD CENTRAL, (formerly occupied by Messrs. SHEWAN, TOMEY & CO.)
Apply to— **THE COMPRADORE DEPT.**, JARDINE, MATHER & CO. LTD., Connaught Road Central, Hongkong, 26th February, 1908. 299

TO LET.

OFFICES in HOTEL MANSIONS, 1st Floor, 4 Rooms facing Pedder Street, will be let singly or together.
Apply— "L.", Care of "Daily Press" Office, Hongkong, 6th March, 1908. 459

TO LET.

LARGE OFFICE ROOM on First Floor of No. 16, DES VŒUX ROAD.
Apply to— FRED. BORNEMANN, No. 16 Des Vœux Road Central, Hongkong, 23rd January, 1908. 144

TO LET.

ONE ROOM in Prince's Buildings, Top Floor.
Apply to— **Messrs. S. J. DAVID & CO.**, Hongkong, 29th February, 1908. 448

TO LET.

No. 59, CAINE ROAD.
Nos. 27 and 31, SEYMOUR ROAD.
Apply to— SAM WANG CO. LTD., 81, Queen's Road Central, Hongkong, 27th November, 1907. 99

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.
HOUSES in Wong Nei Chong Road, No. 10, DES VŒUX ROAD CENTRAL, 1st floor.
"HATHERLEIGH," Conduit Road.
A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES

in YORK BUILDING,
GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vœux Road next to the HONGKONG HOTEL.
FLATS in MORTON TERRACE.
Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

1st Floor, 5th March, 1908. 36

TO LET.

"EGGESFORD" (Furnished) No. 114, Park, Contains 6 ROOMS.
No. 71, WYNDHAM STREET.

"GLENWOOD" CAINE Road, suitable for a Boarding house or Club, Containing 26 Rooms.
BEACONSFIELD ARCADE, Fine Offices and Dwelling Room.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Calbeck MacGregor).
OFFICES in Queen's Road Central.

BELLIOS TERRACE HOUSES, ROBINSON ROAD.

GOOD CENTRAL GODOWN, No. 3a, DUDDELL STREET.

LADROKE, No. 9, CONDUIT Road, 8 Rooms, Furnished or Unfurnished from 15th April, 1908. Large Servants' Quarters in full sized Tennis Court.

No. 3, DUDDELL STREET Shop and 1st Floor.

No. 1 and 6, DES VŒUX VILLAS (Peak).

No. 57, PRAYA GRANDE, Macao.

Apply to— LINSTEAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 18th February, 1908. 189

TO LET.

A STOBE in Good Position, No. 14, Queen's Road Central, including First Floor, and Godown at back, with Lease.

Apply to— 14, Queen's Road Central, Hongkong, 26th February, 1908. 437

TO LET.

PER 1st January, One OFFICE ROOM on Second Floor, Prince's Buildings.

Apply to— REUTER, BROECKELMANN & CO., Hongkong, 9th December, 1907. 102

TO LET.

4 ROOMED HOUSES in Morrison Hill Gap Road, suitable for Married Couples with Small Family. Rents low.
EUROPEAN FLATS in "WILD DELL" Buildings. Rents low.

No. 2, CHANCERY LANE, 6 ROOMED HOUSE fitted with Electric Light. Central Locality.

"STILLINGFILETE" Peak Road, SIX ROOMED HOUSE with Fine View of Harbour.

"HARPERVILLE" Garden Road, SIX ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.

Apply to— MERCY SMITH & SETH, Accountants & Auditors, Co., 5, Queen's Road Central, Hongkong, 26th February, 1908. 438

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"FAIRVIEW," No. 1, Robinson Road, Hongkong. Furnished or Unfurnished Furniture can be purchased if desired; 6 big Rooms, nice view of harbour.
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TO LET.

NO. 5, MORRISON HILL. One FOUR ROOMED HOUSE at Praya East, near East Point.
Apply to— JARDINE, MATHESON & Co. LTD., Newcastle-on-Tyne, England, 489

ABORIGINES IN FORMOSA.

LIFE AMONG THE HEAD-HUNTERS.

An article in the *Tatyo* concerning the treatment of the Formosan aborigines, written by Mr. Imai, Chief of the Formosan Administration Bureau, will be read with interest. He says:

"The whole area of Formosa is 2,300 square miles, and more than one half of this land (1,200 square miles) is in a state of darkness and anarchy, occupied by nine tribes of aborigines. These tribes, numbering over one hundred thousand people, are subdivided into clans, and almost all the clans are in fact independent. Sometimes five or six of them make a combined movement, but in time of peace they take independent action, and these circumstances render the administration very difficult. We have to tame or subdue 700 of these clans one by one. One clan here may be obedient and submissive, but another clan just over the peak may be quite the contrary. Moreover, the Formosan aborigines as a whole possess the characteristic fierceness of all savage people, and no one must be off his guard against them; to-day will not foretell to-morrow."

"One of the most vicious of the nine tribes is the Atayal, and they still indulge in the custom of head-hunting. This tribe occupies 770 square miles, and is the most influential of the whole of the aborigines. Other tribes are more or less docile and ready to receive the benefits of civilization. Schools are being established among them, some of their young men have been to Japan, and if we give them agricultural implements, teach them how to use them, and entice them to abandon their barbarous practices of head-hunting, some of them may become useful members of society, and we have hopes of making normal men out of them. But for all this, we have to be prepared every day for the outbreak of the barbarous spirit. Lowliness is in their blood; hereditary inclinations are too strong for them to become good and law-abiding all at once."

"Head-hunting is so interwoven with the life of the aborigines that they have to entirely change their customs and mode of living before they can abandon it. The human head, for instance, is a necessary offering in the ceremony of sowing millet seeds, and this custom very deeply rooted. When a dispute breaks out among the aborigines, and it seems impossible to settle it, the disputants sail forth, starting at the same time in search of human heads, and he who is first to bring back a head wins the case. In marriage the bride favours the brave youth who owns most human heads, thus the possession of human heads means influence, wealth, and authority."

"There is another cause which has helped this custom to grow. The Chinese came to this island four hundred years ago and deprived the aborigines of the fertile plains, trading the soil in a cruel fashion. It is recorded that he burned the entire forest in which numbers of the aborigines had been penned up, murdering them all. Robbed of their territory, their parents killed, their children outraged, their villages razed, the Chinese came to the island and gradually took the side of their enemies towards the end of the 16th century. But when the Chinese subjugation had been completed and the Japanese became the protectors of the Chinese, as well as of the aborigines, it became incumbent upon us to severely punish those who went out in search of Chinese heads. Then there was a reversal in the sentiment of the aborigines towards the Japanese, and apparently thinking the Japanese to be taking the side of their enemies the Chinese never carry out their head-hunting promiscuously, and both Chinese and Japanese are their victims. We have bought the quarter of the Chinese, as the saying goes, and are paying dearly for it."

"Even during the Chinese sovereignty the boundary-line of the aborigines was garrisoned in many places. Since 1898 the Japanese Government has taken up the same work, and in 1902 boundary-line express posts were increased, and the work of the boundary garrison became very active. There were two reasons for this. The first was the scarcity of the material for camp-post production, and the necessity that for proceeding farther into the woods; and the other was to create order from anarchy, dispel darkness, and open up the natural wealth of the country."

"The boundary-line is 57 miles long, and is now garrisoned by 5,460 men and officers organised on the militia system. The present boundary-line is along the bird line of mountain ranges which run through the island, and there are from seven to twenty watch-houses on one mile, five or six men being placed in each watch-house. An alarm is conveyed along the line in case of emergency and all the available forces are mustered at once. Formerly the watch-houses had a thatched roof, but the aborigines contrived so often to burn those houses by means of fire-wedged arrows, that now we dig the ground and cover the roof with earth. Passers-by are requested to strike a wooden board placed before the house, which breaks the profound silence of the primeval forest, and informs the garrison that some person is passing. [Where the garrison is when this is necessary is not explained.] The men in the watch-houses have to go to the valley below to fetch water for cooking. During such arduous some of our men have been murdered by aborigines, and now an armed force escorts the water-carrier."

"Since 1898 there have been thousands of skirmishes and fourteen big fights, in which 2,291 Japanese and 2,363 friendly Formosans have been killed, and 141 Japanese and 7,111 natives wounded, while over four million yen has been spent on the boundary line. But the number of attacks is diminishing rapidly; where there were 400 in 1900 there were only 80 in 1907."

"Some people urge the authorities to subdue the aborigines with great expedition, using a trained army for the purpose. But such an undertaking would be worthless. The aborigines shield themselves in the fastnesses of the hills and from the shelter of trees and rocks they pick off our soldiers, while our men would be utterly helpless pinned up in a gorge. The aborigines run up and down the hills with the agility of monkeys and use their repeaters to the best advantage. On the other hand, our soldiers, weakened by the change of climate, fatigued by the scorching sun in daytime, and the sudden cold at night, demoralised in the ditches, would soon fail. It is much better to depend on the diplomatic skill of the police force, who are able to coax as well as fight. With as little expense and as few deaths as possible, gradually to push the boundary-line forward will be the best policy. When we cut

the aborigines into two parts our work will become much easier. But to do this in haste will cost the country much in wealth and in human life. There is no need to hurry on the work at such a great sacrifice."

"Aborigines live usually on meat and potatoes, and their business is hunting, so that on this account we cannot forbid them to use firearms. But these arms are turned against us quite often, and herein lies one of the greatest difficulties in dealing with the aborigines. Among themselves they are faithful, chivalrous, and chaste, and their morals are on a higher scale than those of the Formosan Chinese. Their notions of ordinary decency are rather primitive, and their intellect is so low a plane that they have no clear idea of numbers above ten. It is no easy task to educate the aborigines and make them gentle and intelligent."

THE AINU OF YEZO.

INTERESTING LECTURE BY DR. MUNRO.

Dr. N. Gordon Munro recently delivered a lecture before the Yokohama Literary Society on the above subject. He said the subject upon which he proposed to speak was such a wide one that it was almost impossible to do justice to it in the short time at his disposal. As was well known, the Ainu race had inhabited the northern part of Japan for a great many years. The people had been written about by many investigators, some whom had grossly exaggerated the facts, with the result that a good many misunderstandings

SHIPPING.

ARRIVALS.

AGAMEMNON, British str., 461, D. Robinson, 8th March—Japan via Shanghai and Amoy
7th March, General—Butterfield & Swire.
BENDORF, British str., 2,587, McIntosh, 9th March—London 25th Jan. and Singapore 2nd March, General—Gibb, Livingston & Co.
CHOYSAENG, British str., 3rd March—Canton.
EMPEROR OF INDIA, British str., 3,032, E. Bootham, 9th March—Vancouver 18th Feb. and Shanghai 7th March. Mails and General—Canadian Pacific Railway Co.
JACOB DIETERICHSEN, German str., 724, Hansen, 8th March—Pekin and Hoitow 7th March, General—Johann & Co.
LOOMSANG, British str., 1,092, S. J. Payne, 9th March—Manila 6th March, General—Jardine, Matheson & Co.
NORDIKE, Danish cable str., 831, H. C. A. Petersen, 9th March—Shanghai 5th March, G. N. S. S. Co., Ltd.
NUBU, British str., 3,844, F. J. Fox, 9th March—Yokohama 26th February, General—P. & O. S. N. Co.
TATSU MARU Japanese str., 1,948, U. Kuroyama, 5th March—Moto 3rd March, Coal and General—Chinese.
YESAN MARU Japanese str., 2,392, K. Fujii, 8th March—Kuching 2nd March, Coal—Mitui Bansen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
9th March.
Amigo, German str., for Hoitow.
Hatching, British str., for Coast Ports.
Shans, British str., for Shanghai.
Tianchi, Dutch str., for Shanghai.

DEPARTURES.

9th March.
MANDAL, Norwegian str., for Saigon.
OSCAR II, Norwegian str., for Bangkok.
PAKIAH, German str., for Swatow.
YOTO MARU Japanese str., for Saigon.
TAIYUAN, British str., for Manila & Sydney.

SHIPPING REPORTS.

The British str. Loongsang reports: Rough N. E. monsoon.

VESSELS IN DOCK.

March 9th.
HARBOUR DOCKS.—Neil McLeod, *Persia*,
Sorong, *Loyal*, H.M.S. *Algerine*, *Strombus*,
COAST GUARD DOCKS.—Harvard, *Clara*
Jensen.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING."

Capt. A. E. Hodgins will be despatched for the above Ports TO-DAY, the 10th inst., at 10 A.M.
For Freight or Passage apply to DOUGLAS, LA PRAIK & Co., General Managers.

Hongkong, 6th March, 1908. 405

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain W. D. A. Thomas, will be despatched for the above Ports TO-DAY, the 10th inst., at 1 P.M.
For Freight or Passage apply to DAVID SASSON & Co., Ltd., Agents.

Hongkong, 10th March, 1908. 476



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR CHINA AND THIESTE (DIRECT). Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZER and PORT SAID. Taking Freight at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and AEGEATIC PORTS.

THE Company's Steamship, (6,000 tonne)

"VORWAERTS."

Capt. B. Bednorz, will be despatched as above on about TUESDAY, the 17th March.

This steamer has splendid accommodation for passengers, electric light and carries a qualified doctor and stewardess.

For information as to Passage and Freight apply to

SANDER, WIELER & CO.,

Agents.

Princes' Buildings.

Hongkong, 25th February, 1908. 3

"GLENN". LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENLOCHY."

Captain E. J. Stallard, will be despatched as above on WEDNESDAY, the 25th March.

For Freight apply to MCGREGOR BROS. & GOW.

Hongkong, 2nd March, 1907. 463

TOYO KISEN KAISHA,
SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE, via JAPAN PORTS (Karako, Kobe and Yokohama.) With Liberty to call at Honolulu and Salina Cruz.

Steamers Tons
"KASATO MARU" ... 6,100 Sometimes First half of April.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA Manager,
York Building.
Hongkong, 18th February, 1908. 10

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard 4 From Naval Yard to East Point.

VESSELS ADVERTISED AS LOADING.

SECTIONS.

DESTINATION	VESSEL'S NAMES	FLAG & BIG	FLAG & BIG	CAPTAIN	POE FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, VIA USUAL PORTS OF CALL...	MARINORA ...	Brit. str.	G. H. C. Weston, E.N.R.	P. & O. S. N. Co.	On 21st inst., at Noon.	
LONDON & ANTWERP...	GENROCHY ...	Brit. str.	E. J. Stallard	McGREGOR BROS. & GOW	On 23rd inst.	
MARSEILLES &c, VIA PORTS OF CALL...	MONSIEU MARU ...	Fr. str.		MESSAGERIES MARITIMES	About 21st inst.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c	TONKIN ...	Jap. str.		NIPPON YUSEN KAISHA	On 17th inst., at 1 P.M.	
MARSEILLES, LONDON & ANTWERP...	NUBIA ...	Brit. str.		P. & O. S. N. Co.	On 18th inst., at D'light	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	HOHENSTAUFEN ...	Ger. str.	F. J. Fox	HAMBURG-AMERICA LINIE	About 17th inst.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	CATHAY ...	Dan. str.		MELCHERS & CO.	On 25th inst.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	TRANQUEBAR ...	Jap. str.		NIPPON YUSEN KAISHA	End of March.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	AWA MARU ...	Jap. str.	F. E. Cope	MELCHERS & CO.	Beginning of April.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	BRASILIA ...	Jap. str.	Hausa	NIPPON YUSEN KAISHA	On 1st April, at D'light	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	SAMBIA ...	Jap. str.	Müller	HAMBURG-AMERICA LINIE	On 15th inst.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	GOEBEN ...	Jap. str.	B. Wilhelmi	MELCHERS & CO.	On 2nd April.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	VORWAERTS ...	Aus. str.	B. Bednorz	SANDER, WIELER & CO.	To-morrow, at Noon.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	SAINT PATRICK ...	Brit. str.		SHEWAN, TOMES & CO.	About 17th inst.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	EMPEROR OF CHINA ...	Brit. str.		CANADIAN PACIFIC R. CO.	On 12th inst., at 4 P.M.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	TREMONT ...	Am. str.		DODWELL & CO. LTD.	On 25th inst., at Noon.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	YVO MARU ...	Jap. str.		NIPPON YUSEN KAISHA	On 17th inst.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	BRASILIA ...	Jap. str.		HAMBURG-AMERICA LINIE	On 21st inst., at D'light	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	TIJDAO ...	Jap. str.		MELCHERS & CO.	On 2nd April.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	KWEIYANG ...	Jap. str.		SHEWAN, TOMES & CO.	To-morrow, at Noon.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	KALEGAN ...	Jap. str.		CANADIAN PACIFIC R. CO.	On 12th inst., at 4 P.M.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	CHOYSAENG ...	Jap. str.		DODWELL & CO. LTD.	On 17th inst., at 4 P.M.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	SOSHU MARU ...	Jap. str.		NIPPON YUSEN KAISHA	On 28th inst., at Noon.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	WAISHING ...	Jap. str.		TOYO KISEN KAISHA	On 17th April, at Noon.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	HANGCHOW ...	Jap. str.		NIPPON YUSEN KAISHA	On 12th inst.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	PRINCESS ALICE ...	Jap. str.		TOYO KISEN KAISHA	On 21st inst., at D'light	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	TOTOMI MARU ...	Jap. str.		NIPPON YUSEN KAISHA	On 24th inst., at 4 P.M.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	LUCHEON ...	Jap. str.		TOYO KISEN KAISHA	On 26th inst., at 5 P.M.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	FOOKSANG ...	Jap. str.		NIPPON YUSEN KAISHA	On 28th inst., at Noon.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	TOBBANE ...	Jap. str.		TOYO KISEN KAISHA	On 17th April, at Noon.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	MALTA ...	Jap. str.		NIPPON YUSEN KAISHA	On 12th inst.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	CEYLON ...	Jap. str.		TOYO KISEN KAISHA	On 21st inst., at D'light	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	LANGKAWI ...	Jap. str.		TOYO KISEN KAISHA	On 18th inst., at Noon.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	PERA ...	Jap. str.		TOYO KISEN KAISHA	Quick despatch.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	SELESIA ...	Jap. str.		TOYO KISEN KAISHA	On 14th inst., at 4 P.M.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	DAIJIN MARU ...	Jap. str.		TOYO KISEN KAISHA	On 13th inst., at 4 P.M.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	HAICHING ...	Jap. str.		TOYO KISEN KAISHA	On 25th inst., at 10 A.M.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	HAITAN ...	Jap. str.		TOYO KISEN KAISHA	To-day, at 10 A.M.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	TEAN ...	Jap. str.		TOYO KISEN KAISHA	On 13th inst., at 10 A.M.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	LOONGSAM ...	Jap. str.		TOYO KISEN KAISHA	To-day, at 10 A.M.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	ZAPIRO ...	Jap. str.		TOYO KISEN KAISHA	On 13th inst., at 4 P.M.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	RUBI ...	Jap. str.		TOYO KISEN KAISHA	On 20th inst., at 4 P.M.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	KAFONG ...	Jap. str.		TOYO KISEN KAISHA	On 21st inst., at Noon.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	BORNEO ...	Jap. str.		TOYO KISEN KAISHA	On 28th inst., at Noon.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	CAPEI ...	Jap. str.		TOYO KISEN KAISHA	On 20th inst., at 4 P.M.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	YOSHIO MARU ...	Jap. str.		TOYO KISEN KAISHA	End of March.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	CATHERINE APCAR ...	Jap. str.		TOYO KISEN KAISHA	On 12th inst., at Noon.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	KUTSANG ...	Jap. str.		TOYO KISEN KAISHA	On 18th inst., at P.M.	
MARSHALLSFELD, HAMBURG & COPENHAGEN...	TINJAH ...	Jap. str.		TOYO KISEN KAISHA	To-day, at 1 P.M.	

Having connection with Company's Mail Steamers to PORT SAID, MESRINA, NAUPLES, LEGHORN and GENOA also VENICE and TRIESTE, all MEDITERRANEAN, AEGEATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO, taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

VESSELS ON THE BERTH.

NAVIGAZIONE GENERALE ITALIANA
(Floris and Rubattino United Companies)

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	NOTES
MARSEILLES, LONDON, and NUBIA	Capt. E. J. Fox	About 11th Mar.	Freight and Passage.
ANTWERP		March	
MALTA	Capt. R. A. Peters	About 26th March	Freight and Passage.
LONDON VIA USUAL PORTS	MARMORA	Noon, 21st March	See Special OF CALL.
SHANGHAI, MOJI, KOBE, PERA, and YOKOHAMA	Capt. G. H. C. Weston, R.N.R.	About 24th March	Freight only.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 8th March, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	"SINGAN"	On 10th Mar., 10 A.M.
MANILA	"TEAN"	On 10th Mar., 4 P.M.
SHANGHAI	"HANGCHOW"	On 12th Mar., 4 P.M.
CHINPOO	"KALGAN"	On 13th Mar., 4 P.M.
SHANGHAI	"LUCHOW"	On 13th Mar., 4 P.M.
NEWCHWANG	"KWEIYANG"	On 14th Mar., 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 20th Mar., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates to all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIBRE.
Agents. 11

Hongkong, 10th March, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S SS.	LEAVING
HONGKONG VIA SWATOW, "SOSHU MARU"		WED'DAY, 11th Mar.
AMOY AND FOOCHOW	Capt. T. SUGIYA	at 8 A.M.
TAMSUI VIA SWATOW, "DAIJIN MARU"	SUNDAY, 15th Mar.	
AND AMOY	Capt. I. SAKURAI	at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 10th March, 1908.

T. ARIMA, Manager. 13

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via S. STRAITS and COLOMBO,

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	FOR ROTTERDAM, & HAMBURG:
S.S. "LANGBORG" ... 22nd March	S.S. "BRASILIA" ... 15th March.
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. "SILESIA" ... 28th March
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR MAESVILLE, PLYMOUTH, HAVRE & HAMBURG:
S.S. "SENEGAMBIA" ... 6th April	HOHENSTAFEN ... 25th March.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR HAVRE, BREMEN & HAMBURG:
S.S. "BRISGAVIA" ... 13th April.	S.S. "SAMBA" ... 2nd April.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office. 12

**NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINES.**

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"GOEBEN"	Wednesday, 11th Mar., at NOON.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZESS ALICE"	About Wednesday 11th March.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"MANILA"	Thursday, 26th Mar., at 5 P.M.
KUDAT and SANDAKAN	"BORNEO"	End of March.
YOKOHAMA & KOBE	"PEINZ WILLEMAR"	About Friday, 3rd April.

For further Particulars, apply to
**NORDDEUTSCHER LLOYD,
MELCHER & CO.**
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 5th March, 1908.

INDO-CHINA STEAM NAV. CO. LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"CHOYSANG"	Tuesday, 10th Mar., NOON.
SHANGHAI	"WAISING"	Wednesday, 11th Mar., NOON.
SH'HAI, YOKOHAMA, KOBE, MOJI	"FOOKSANG"	Friday, 13th Mar., 4 P.M.
MANILA	"LOONGSANG"	Friday, 13th Mar., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 17th Mar., NOON.
MANILA	"YUENSANG"	Friday, 20th Mar., 4 P.M.

RETURN TOURS TO JAPAN AND BACK.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Ningpo, Port, Cristofor, and Tientsin.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., LTD.**, GENERAL MANAGERS.

Hongkong, 10th March, 1908.

AVERAGE MARKET PRICES

March 7th, 1908.

The Prices are given in Dollar Cents.

BUTCHER MEAT.

Meat Lung Pa Yuk—Beef, sirloin

& prime cut lb. 20

Ham Ngau Yuk—Corned Beef 1 b. 20

Shiu Ngau Yuk—Roast Beef 20

Ngau Lam—Bread of Beef 15

Tong Yuk—Beef for soup 15

Ngau Pak—Beef Steak 20

Ngau Ching—Sausages 26

Ngau Né—Bullock's Brains per set 1

Ngau Lek—Beef Steak, Sirloin 30

Ngau Le—Bullock's Tongue, each 60

Ham Ngau Yuk—corned 55

Ngau Tau—Bullock's Head 85

Ngau Sam—Heart lb. 13

Ham Ngau Kin—Beef Heart, undressed 6

Ngau Ké—Bullock's Feet each 7

Ngau Me—Bullock's Tail 17

Ngau Kon—Bullock's Liver lb. 13

Ngau Té—Bullock's Tripe 18

Ngau Tsui—Cabbage, Chinese 4

Kai Tsui—Carrots 2

Kai Sun—Carrots lb. 2

Ngau Tsui—Cauliflower each 8

Kai Tsui—Chillies, Large Size 15

Kai Tsui—Chillies, Small 10

Can Tsui—Celeri, China lb. 8

Young Can Tsui—Celeri, Eng. 4

Fu Kwa—Bitter Squash 8

Kon Lat Chiu—Chillies, Dried 33

Tsing Lat Chiu—Chillies, Green 33

Hung Fa Tsui—Chillies, Red 33

Tsing Kwa—Cucumbers 15

Kai Phui Kwai—Pork Chop 15

Chu Kon—Pig's Heart each 7

Chu Kon—Pig's Liver lb. 28

Chu Kon—Stewing Pigs (to order) 22

Shang Ngau—Beef Suet 20

Shang Ngau—Mutton Fat 24

Ngau Lo Ching—Braised Sausages 28

Ngau Lo Ching—Veal 23

Poultry.

Kai Tsui—Chicken 32

Sin Kai—Capons 30

Pan Kai—Doves each 15

Shang Sheng Shui Ap—Wild Duck 1,05

Ap—Ducks lb. 22

Kai Tsui—Hens' Eggs doz. 24

Kai Tsui—Fowls, Canton lb. 33

Ho Niun Kai—Fowls, Hainan 30

Ngao—Geese 20

Shing Ho Ya Ngao—Goose, Wild 1

Shang Shui Tsui—Mushrooms 15

Poach Shui Tsui—Potatoes 15

Pan Chui—Quail 30

Shan Kai—Pheasant 20

Chi Kai—Partridge 65

Chi Kai—Pigeon 65

Chi Kai—Pigeon 65

Chi Kai—Pigeon 65

Chi Kai—Pigeon 65

Chi Kai—P

POST OFFICE NOTICE

The Hongkong Maru, with the American mail, is due to arrive at this port to-day. The Princes Alice, with the German mail of the 11th February, left Singapore on Friday, the 6th instant, at 11.00 A.M., and may be expected here to-day, at 11.00 A.M. The Tourane, with the French mail of the 14th February, and the Supplementary mail from London, of the 13th February, left Singapore on Monday, the 9th instant, at 5 p.m., and may be expected here on or about Monday, the 10th inst. This packet brings replies to letters despatched from Hongkong on the 11th January.

YOH

PER

DATE

Hollow and Bangkok	Tuesday, 10th, 9.00 A.M.
Syatoe Amoy and Foochow	Tuesday, 10th, 9.00 A.M.
Hollow and Haiping	Tuesday, 10th, 9.00 A.M.
Syatoe and Shanghai	Tuesday, 10th, 9.00 A.M.
Singapore, Penang and Calcutta	Tuesday, 10th, 11.00 A.M.
Macao	Tuesday, 10th, NOON.
Nagasaki, Kobe and Yokohama	Tuesday, 10th, 11.15 A.M.
Singapore	Tuesday, 10th, 2.00 P.M.
Mandalay	Tuesday, 10th, 2.00 P.M.
Syatoe, Amoy, Foochow and Shanghai	Tuesday, 10th, 5.00 P.M.
Syatoe	Tuesday, 10th, 5.00 P.M.
Singapore, Penang and Colombo	Wednesday, 11th, 9.00 A.M.
Durban	Wednesday, 11th, 10.00 A.M.
Shanghai	Wednesday, 11th, 10.00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 to 11.30 A.M.)
Postage 10 cents.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao
Syatoe and Bangkok
Saigon
Bangkok
Singapore, Penang and Bombay
Macao
Shanghai

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA
VICTORIA AND VANCOUVER (B.C.)
(Supplementary mail on board up to the 11th inst. for departure of the mail
in time for 10 cents.)

Syatoe, Amoy and Foochow
Macao
Choochoo
Shanghai
Mandalay
Shanghai, Yokohama, Kobe and Moji
Manda

EUROPE, &c., India via Tuticorin
(Late Letters 11.00 A.M. to Noon)
Postage 10 cents.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Shanghai, Moji, Kobe, Yokohama, Victoria
and Seattle
Singapore, Penang and Colombo
Nagasaki, Kobe and Yokohama

Empress of China
Tunkin

Haiyan
Sui Tai
Kalgan
Loochow
Loongyeung
Fooksooy
Rubi
Sui Tai
Kuei-yang
Tremont
Kutskang

Peak Tramways
Philippine Co
Refineries—
China Sugar
Luzon Sugar

Steamship Companies
China and Manila
Douglas Steamship
H. Canton & M.

Indo-China S.N. Co

Shell Transport Co
Star Ferry
Do. New...

South China W. Post
Steam Laundry Co

Stores & Dispensaries
Campbell, M. & Co

Powell & Co, Wm.

Watkins

Weissmann, L.

United Asbestos

No. Foundry

Union Waterfront Co

Tonkin

Iwo Jima

Tuesday, 17th, 3.00 P.M.

Tuesday, 17th, 5.0 P.M.

Wednesday, 18th, 11.00 A.M.

Printed Matter and Samples

Registration, with late fee of 10 cents up to 10.45 A.M.

Registration, Kowloon B.O.

No late fee

Letters, 11.0 A.M.

Registration, with late fee of 10 cents up to 10.45 A.M.

Registration, Kowloon B.O.

No late fee

Letters, 11.0 A.M.

Registration, with late fee of 10 cents up to 10.45 A.M.

Registration, Kowloon B.O.

No late fee

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Registration, with late fee of 10 cents up to 10.45 A.M.

Registration, Kowloon B.O.

No late fee

Letters, 11.0 A.M.

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Letters, 11.0 A.M.

Registration, with late fee of 10 cents up